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Joe McInnes
TRANSPORTATION DIRECTOR

June 15, 2010

The Honorable Harold L. Crouch
Mayor, City of Chatom
P.O. Box 817
Chatom, Alabama 36518

Subject: Annual Inspection Report
Roy Wilcox Airport

Dear Mayor Crouch:

An inspection of the Roy Wilcox Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on June 10, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Roy Wilcox Airport. As noted in the report, the airport does not meet the requirements for the issuance of an operating license. The operating license for the airport is being withheld pending the required actions necessary to correct the safety deficiencies. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

The City should contact the Aeronautics Bureau within 30 days with a plan to correct the deficiencies noted in the report. Once the deficiencies noted have been corrected, the airport will be re-inspected to determine if the airport's operating license can be issued. Failure to comply with the licensing requirements could result in a mandatory closure of the airport.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

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ANNUAL INSPECTION REPORT

JUNE 10, 2010



ROY WILCOX AIRPORT
CHATOM, ALABAMA

**ANNUAL INSPECTION REPORT
ROY WILCOX AIRPORT
CHATOM, ALABAMA**

June 10, 2010

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Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Roy Wilcox Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on June 10, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

The licensing requirements referred to in this report were taken from the Administrative Code of the Aeronautics Bureau of the Alabama Department of Transportation.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

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License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on June 10, 2010 it was determined that the airport **does not** meet the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards

- ➔ For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

Violation Runway 12

- ➔ Runway 12 – The required 20:1 slope is violated by trees and a highway. The slope is reduced to 6:1.
- ➔ Runway 12 – The required 20:1 slope within the displaced Approach/Departure Path is violated by trees. The slope is reduced to 9:1.

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- See PHOTO 1, PHOTO 2 and Appendices 2 and 3 for location information.

PHOTO 1 –Approach to Runway 12



Line of trees containing targets 2 through 5 violate the required 20:1 slope from the displaced threshold.

Required Action

- Remove all obstructions to the 20:1 slope within the displaced Approach/Departure Path.

Violation Runway 30

- A line of trees crosses the northwest edge of the Approach/Departure Path at approximately 890 feet from the runway end; reducing the slope to 12:1.
- See PHOTO 2 and Appendix 3 for location information.

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PHOTO 2 – Northwest edge of Approach/Departure Path of Runway 30



The line of trees between targets 4 and 5 cross the edge of the Approach/Departure path. Target 3 is outside of the Approach/Departure Path and target 4 is located inside of the Approach/Departure Path. Target 5 is at maximum allowable height for a 20:1 slope.

Required Action

- ➔ Remove all obstructions to the 20:1 slope within the Approach/Departure Path.

2. Primary Surface **Administrative Code 450-9-1-.12(2)**

State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of

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the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results

Violation

- The primary surface was inspected and vegetation was found growing within the primary surface on both the east and west side of the runway with significant erosion on the west side of the runway in the same area.

PHOTO 3 – Small trees and brush violating the Primary Surface along the southwest side of the runway.



The brush and small trees shown are within 87 feet of the runway centerline.

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Required Action

- The Primary Surface should be in mowable condition with all vegetation removed from within 125 feet each side of the runway centerline.

3. Runway Safety Area **Administrative Code 450-9-1-.12(3)**

State Licensing Standards

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- The runway safety area was found to meet state licensing requirements.

4. Airport Markings **Administrative Code 450-9-1-.12(4)**

State Licensing Standards

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results

Maintenance

- The runway markings are in *poor* condition. Also, the size and shape of the runway identifier markings are not the standard recommended by the Federal Aviation Administration in FAA AC150/5340-1J "Standards for Airport Markings" as adopted by the Alabama Department of Transportation for the marking requirements of Public Use airports.

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PHOTO 4 – Runway identifier markings of Runway 12



Note that the displacement markings are not legible.

PHOTO 5 – Runway identifier markings of Runway 30



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Required Action

- The runway markings should be remarked in accordance with FAA AC150/5340-1J "Standards for Airport Markings". The remarking of the runway could be included in a pavement maintenance project as described in **Section 7** (Runway, Taxiway and Apron Conditions) of this report.

5. Wind Direction Indicator **Administrative Code 450-9-1-.12(5)**

State Licensing Standards

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results

- The wind direction indicator (windsock) was inspected and found to be lit and operational.

6. Airport Lighting **Administrative Code 450-9-1-.12(6)**

State Licensing Standards

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

- The airport lighting system was inspected and was operating at the time of the inspection.
- The runway and taxiway lighting have been upgraded recently and are now on frangible fittings.

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PHOTO 6 – Typical runway light fixture



7. Runway, Taxiway and Apron Conditions **Administrative Code 450-9-1-.12(7)**

State Licensing Standards

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

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Inspection Results

Maintenance

- ➔ The airport runway surfaces were inspected and found to be in fair to poor condition with raveling which is allowing the aggregates in the asphalt mix to separate and cover the runway. There are longitudinal cracks along the pavement joints which have vegetation growing in them. There are sections of block cracking. This condition is on the runway and the ramp area.

Required Action

- ➔ A qualified engineer should be consulted to examine the paved areas and decide what actions are required to be taken to prevent pavement failure in the near future.

8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards

- ➔ Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- ➔ Grounding cables must be available.
- ➔ A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- ➔ Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- ➔ There is no fuel available.

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9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- No prohibited activities were observed during the inspection.

Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

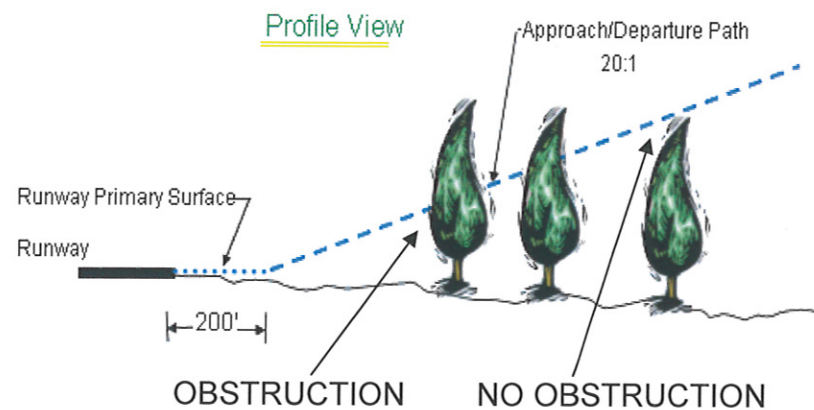
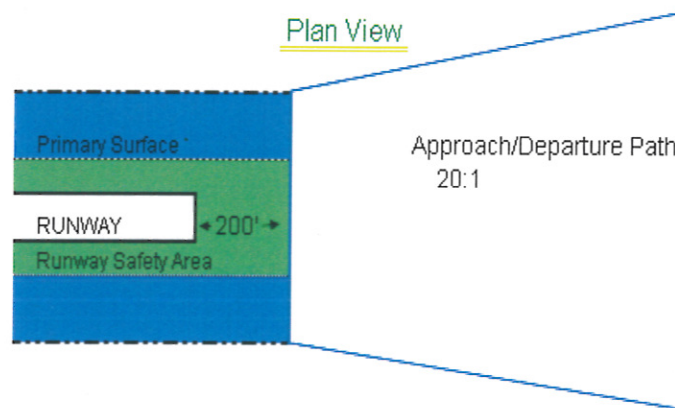
| Inspection Area | Violation/Maintenance | Corrective Action |
|------------------------------------|-----------------------|----------------------------------------------------------------|
| Approach/Departure Path Rwy 12/30 | Violation | Remove obstructions |
| Primary Surface | Violation | Remove small trees from edge of Primary Surface |
| Airport Markings | Maintenance | Re-mark IAW FAA AC No. 150/5340-1J |
| Runway, Taxiway, and Apron surface | Maintenance | Consult with qualified engineer to determine corrective action |

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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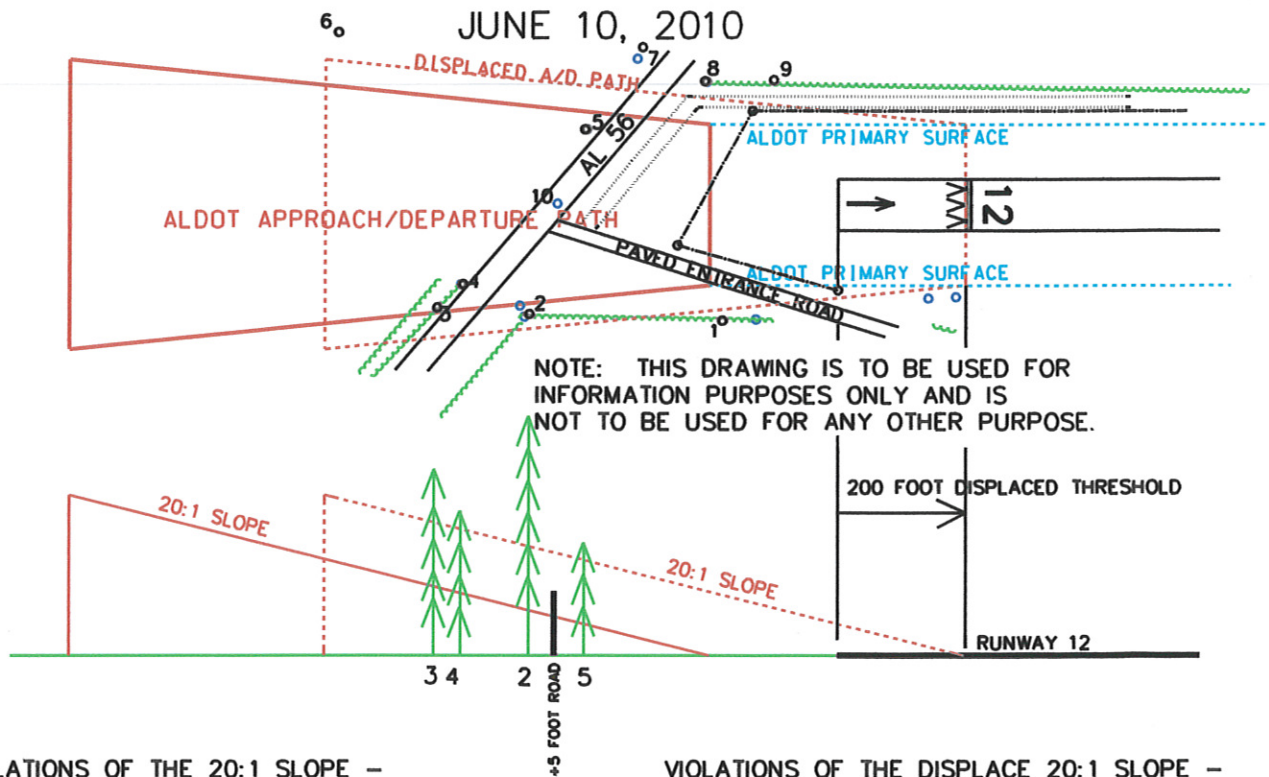
| Approach and Departure Path Dimensions | | | |
|------------------------------------------------|-------------|------------|------------|
| Inner Width | Outer Width | Length | Acreage |
| 250 Feet | 450 Feet | 1,000 Feet | 8.04 Acres |
| Primary Surface Dimensions | | | |
| 250 Feet Wide Centered Along Runway Centerline | | | |
| Extending 200 Feet Past the Runway End | | | |
| Runway Safety Area Dimensions | | | |
| 120 Feet Wide Centered Along Runway Centerline | | | |
| Extending 200 Feet Past the Runway End | | | |



Annual Inspection Report Roy Wilcox Airport Chatom, Alabama

ROY WILCOX AIRPORT CHATOM, ALABAMA REQUIREMENTS FOR STATE AIRPORT LICENSE

June 10, 2010



VIOLATIONS OF THE 20:1 SLOPE -

2. +74 FOOT TREE
681 FEET FROM RUNWAY END
170 FEET FROM CENTERLINE
6:1 SLOPE
3. +58 FOOT TREE
825 FEET FROM RUNWAY END
160 FEET FROM CENTERLINE
10:1 SLOPE
4. +45 FOOT TREE
785 FEET FROM RUNWAY END
123 FEET FROM CENTERLINE
13:1 SLOPE
5. +35 FOOT TREE
595 FEET FROM RUNWAY END
117 FEET FROM CENTERLINE
11:1 SLOPE
10. +5 FOOT ROAD (+20 FOOT PER FAR PART 77)
438 FEET FROM RUNWAY END
PERPENDICULAR TO RUNWAY END
11:1 SLOPE

VIOLATIONS OF THE DISPLACE 20:1 SLOPE -

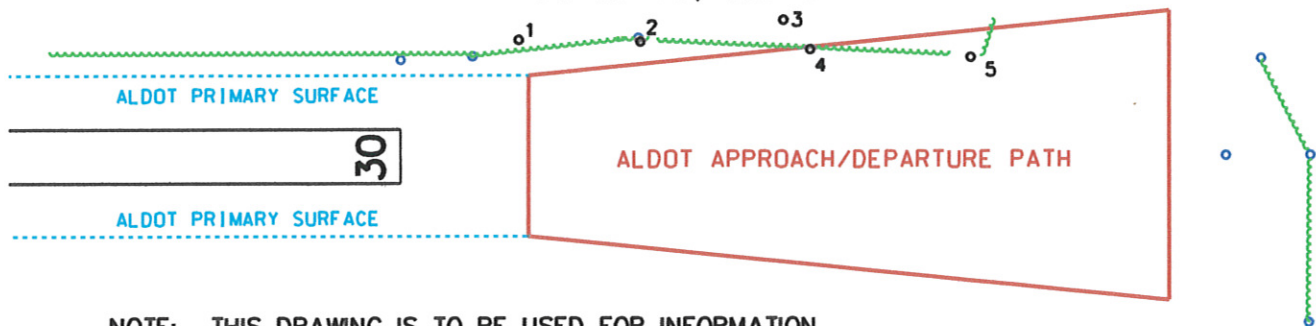
2. +74 FOOT TREE
681 FEET FROM RUNWAY END
170 FEET FROM CENTERLINE
9:1 SLOPE
3. +58 FOOT TREE
825 FEET FROM RUNWAY END
160 FEET FROM CENTERLINE
14:1 SLOPE
4. +45 FOOT TREE
785 FEET FROM RUNWAY END
123 FEET FROM CENTERLINE
17:1 SLOPE
5. +35 FOOT TREE
595 FEET FROM RUNWAY END
117 FEET FROM CENTERLINE
17:1 SLOPE

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Roy Wilcox Airport
Chatom, Alabama

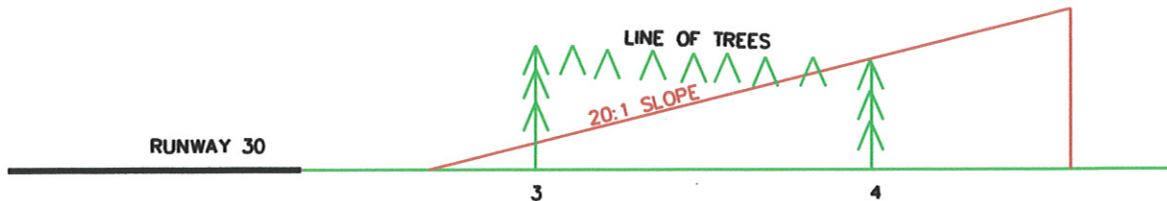
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ROY WILCOX AIRPORT
CHATOM, ALABAMA
REQUIREMENTS FOR STATE AIRPORT LICENSE

JUNE 10, 2010



NOTE: THIS DRAWING IS TO BE USED FOR INFORMATION PURPOSES ONLY AND IS NOT TO BE USED FOR ANY OTHER PURPOSE.



VIOLATIONS OF THE 20:1 SLOPE -

4. + 41 FOOT LINE OF TREES ENDING AT TARGET #5
CROSSING THE APPROACH/DEPARTURE PATH APPROXIMATELY 890 FEET FROM RUNWAY END
152 FEET FROM CENTERLINE
REDUCING SLOPE TO 12:1